

Fig 1

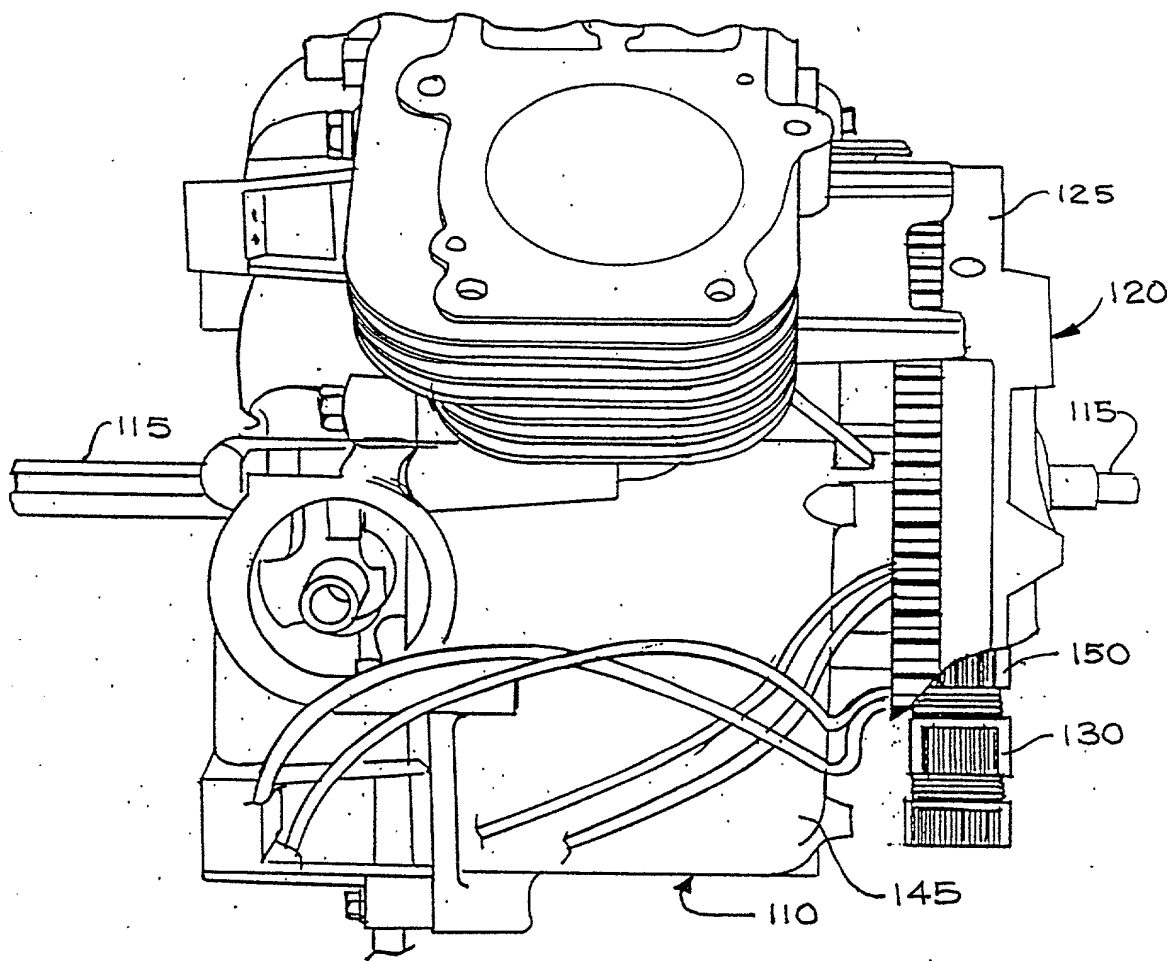


Fig 2

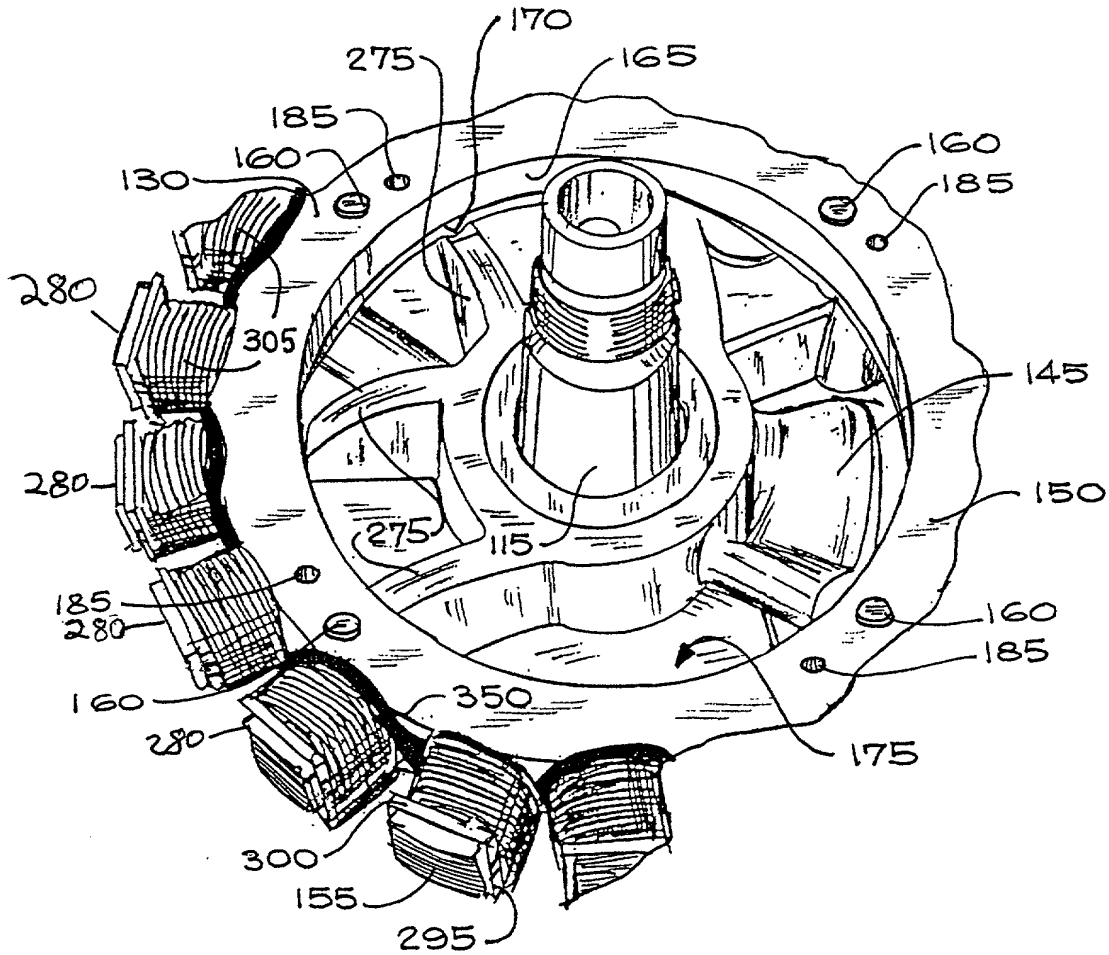


Fig. 3

FIG. 4

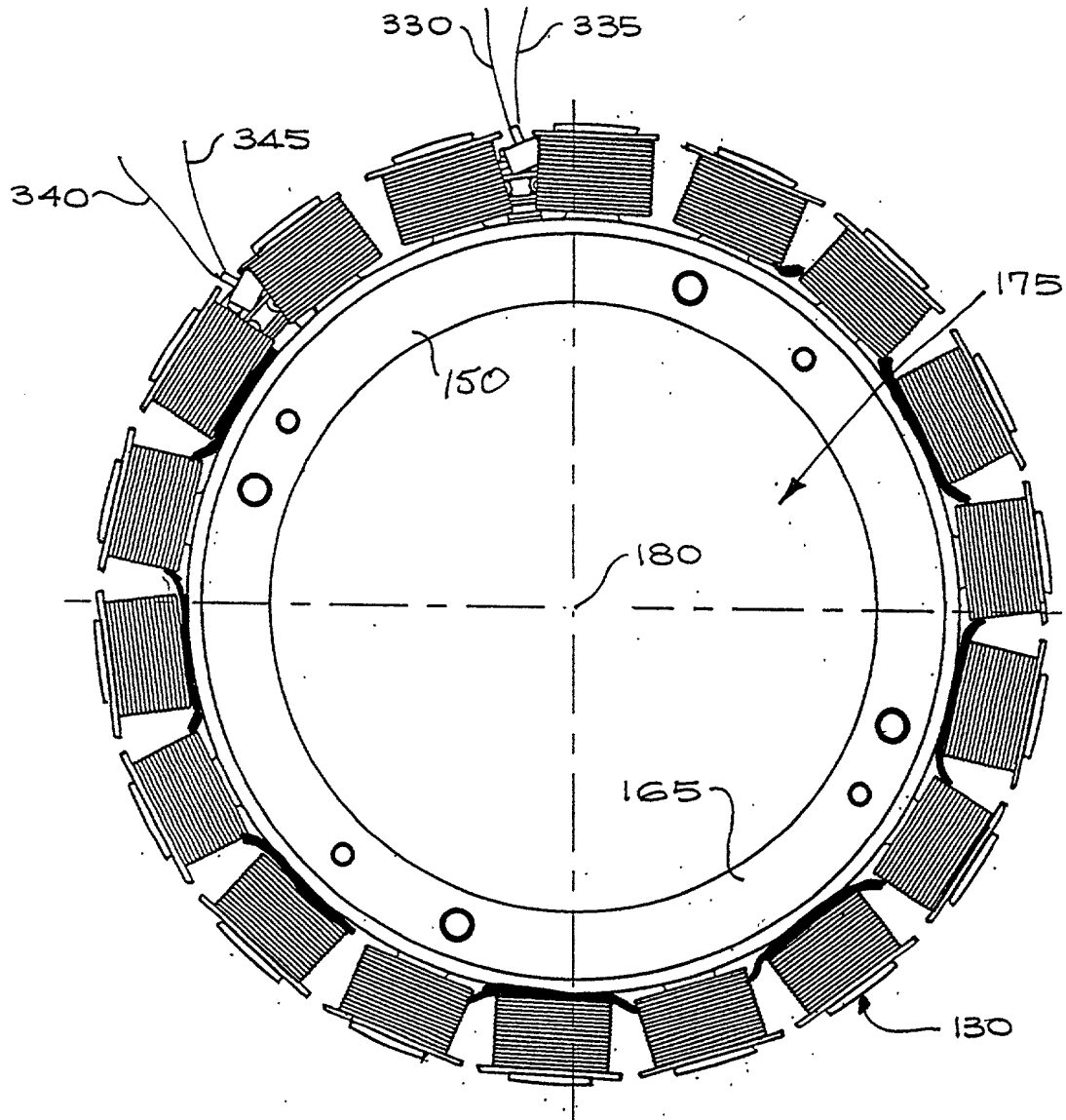


Fig. 4

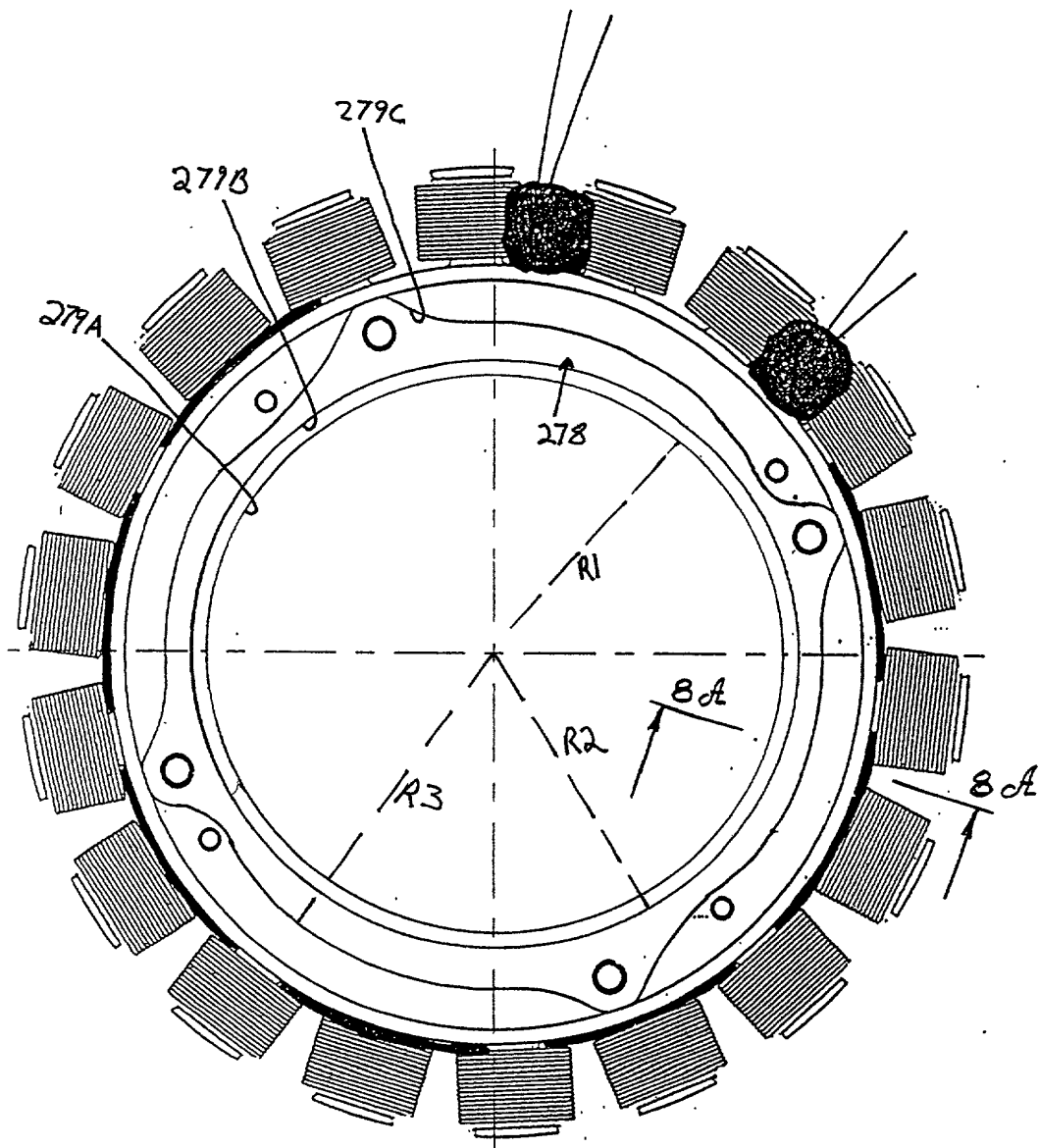


Fig. 8

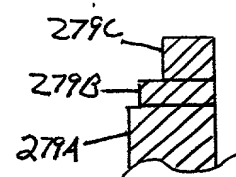


Fig. 8A

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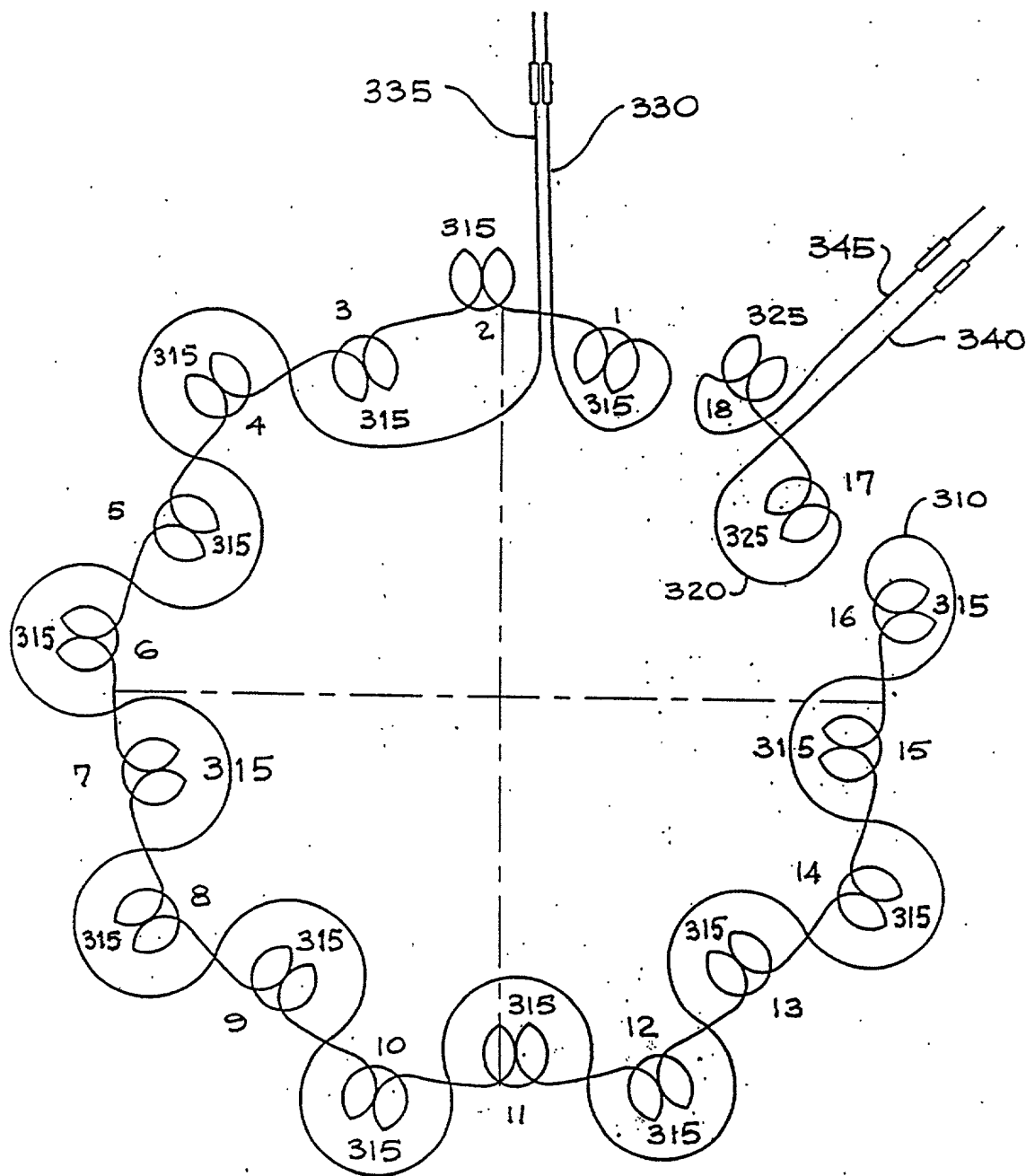


Fig. 9

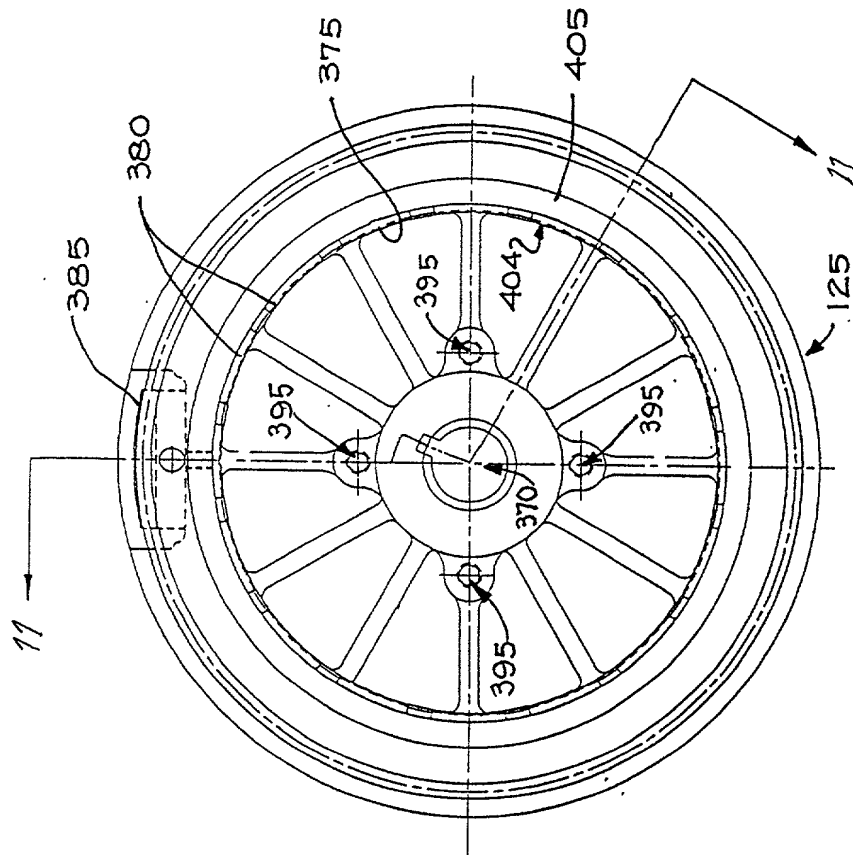


Fig. 10

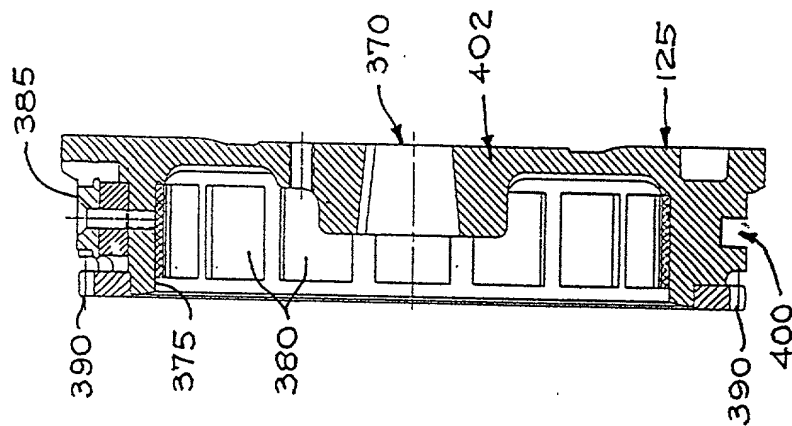


Fig. 11

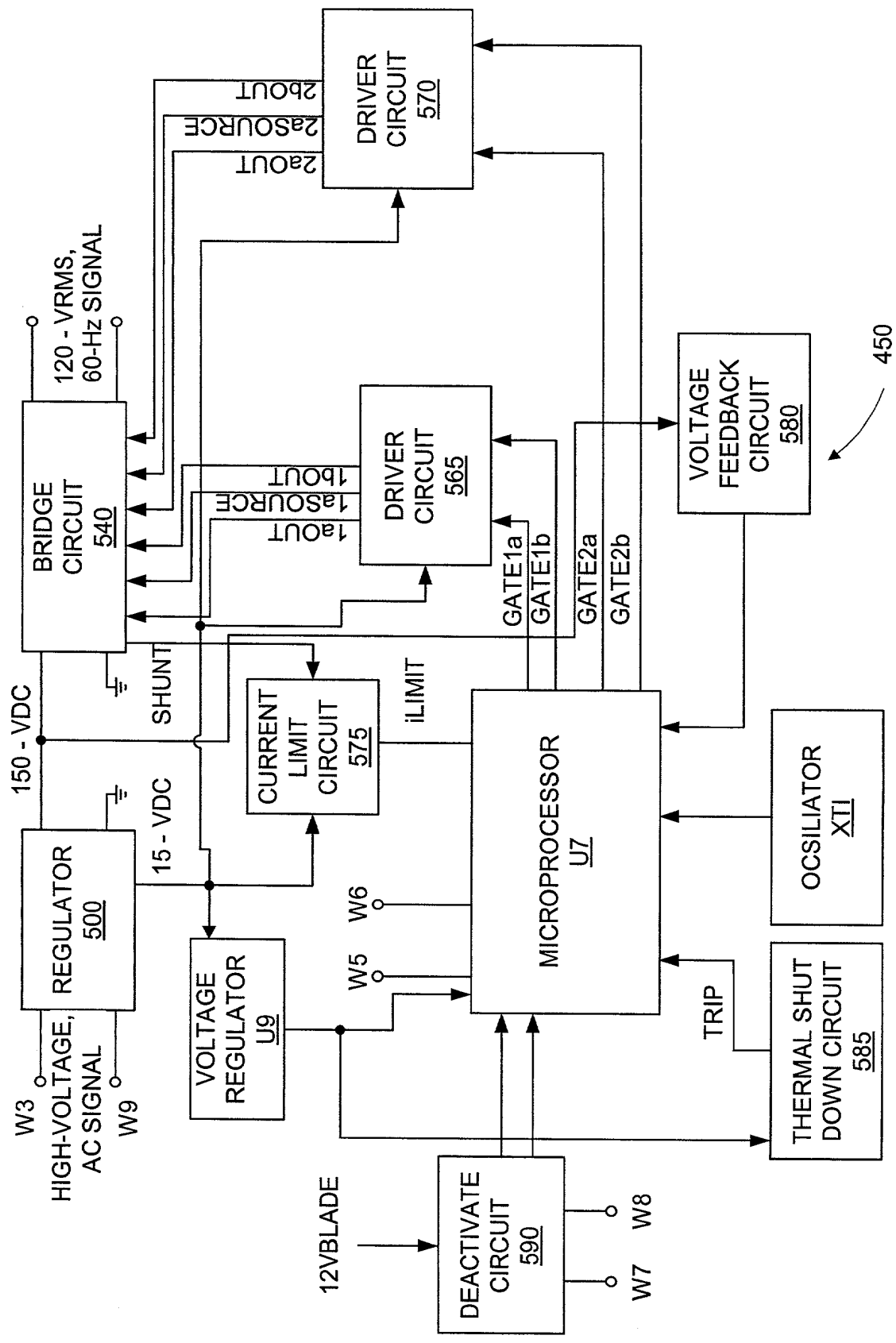
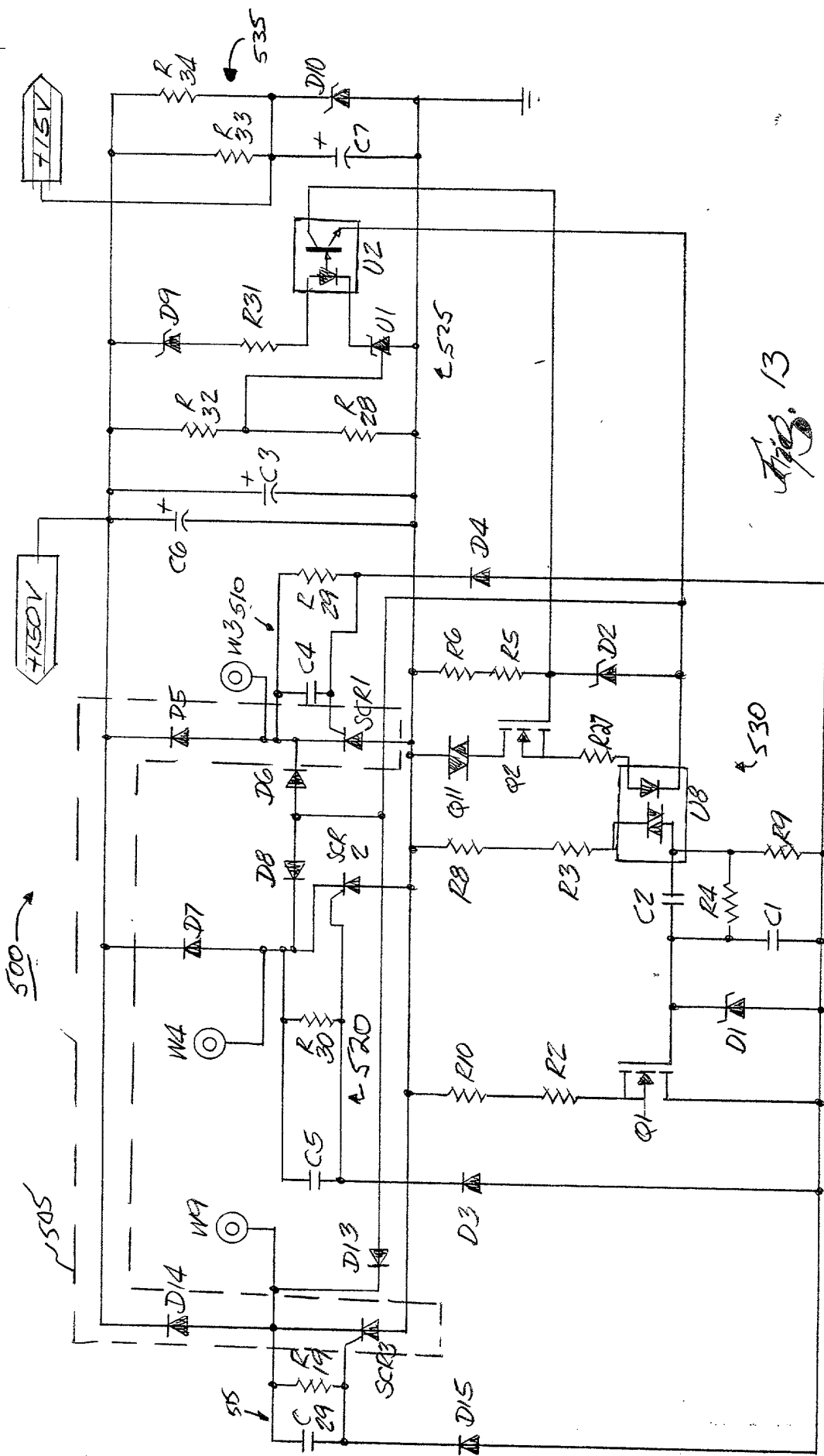
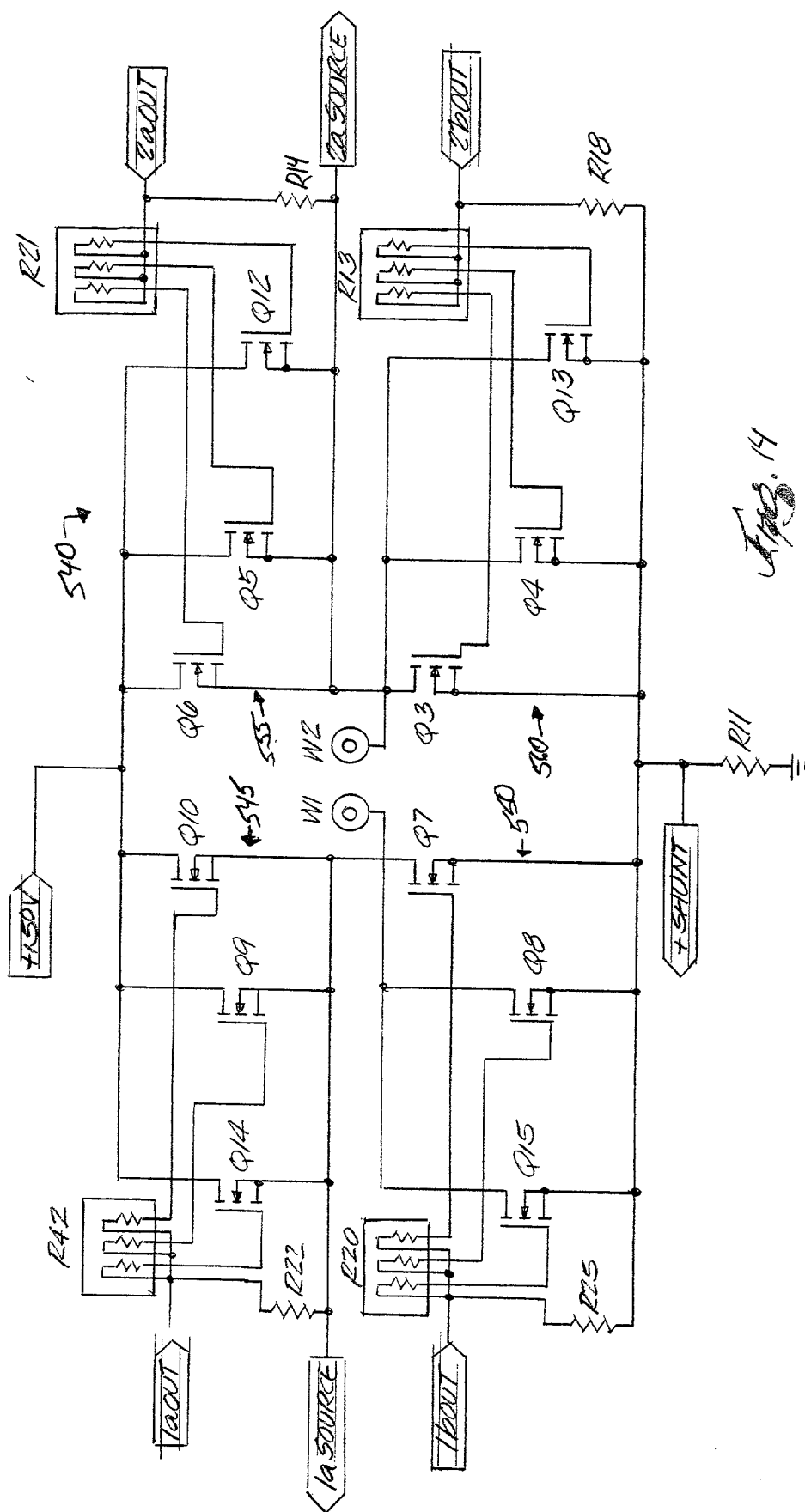


Fig. 12

500



13



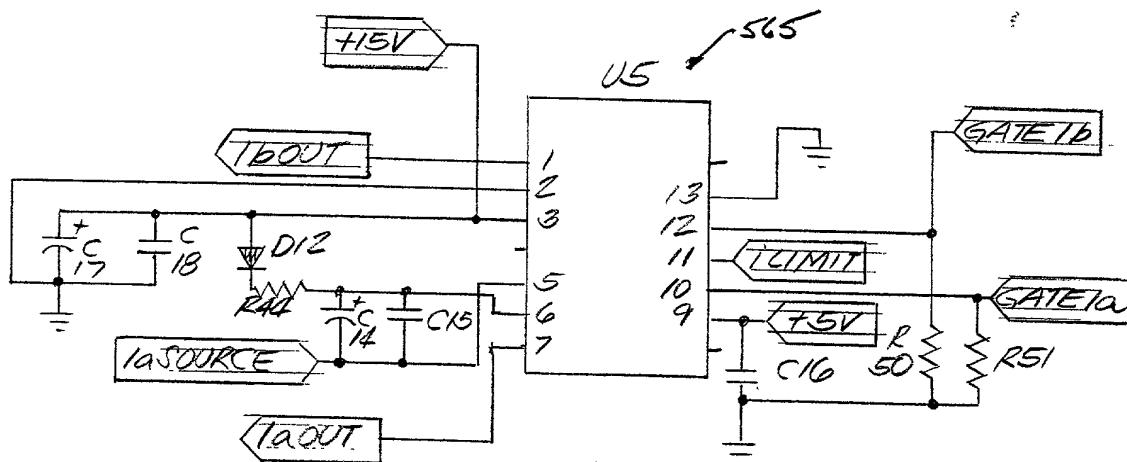


Fig. 15

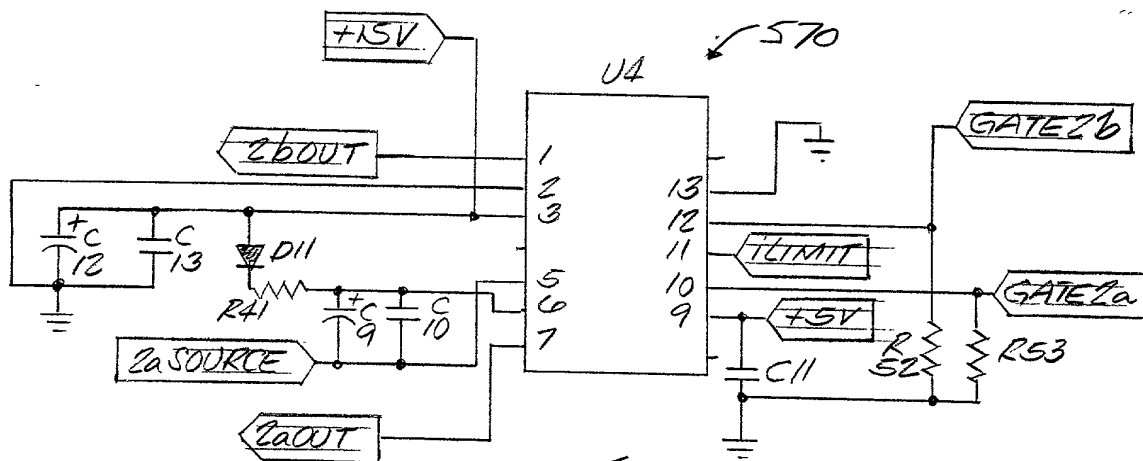


Fig. 16

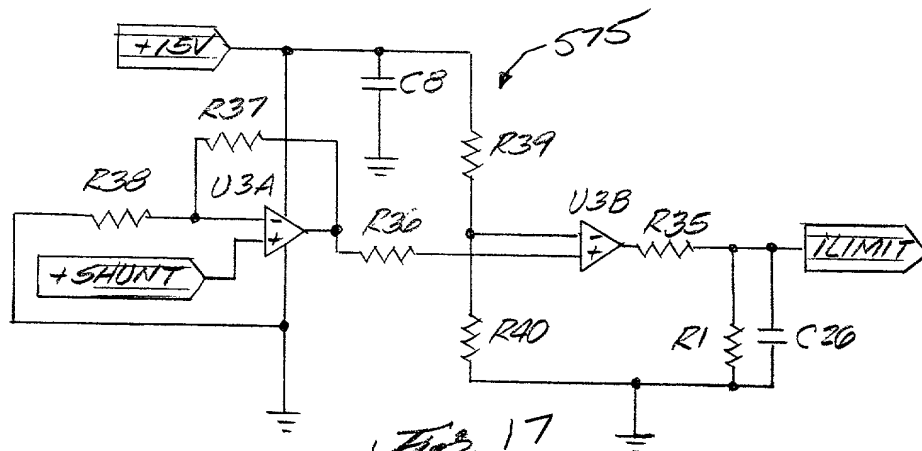


Fig. 17

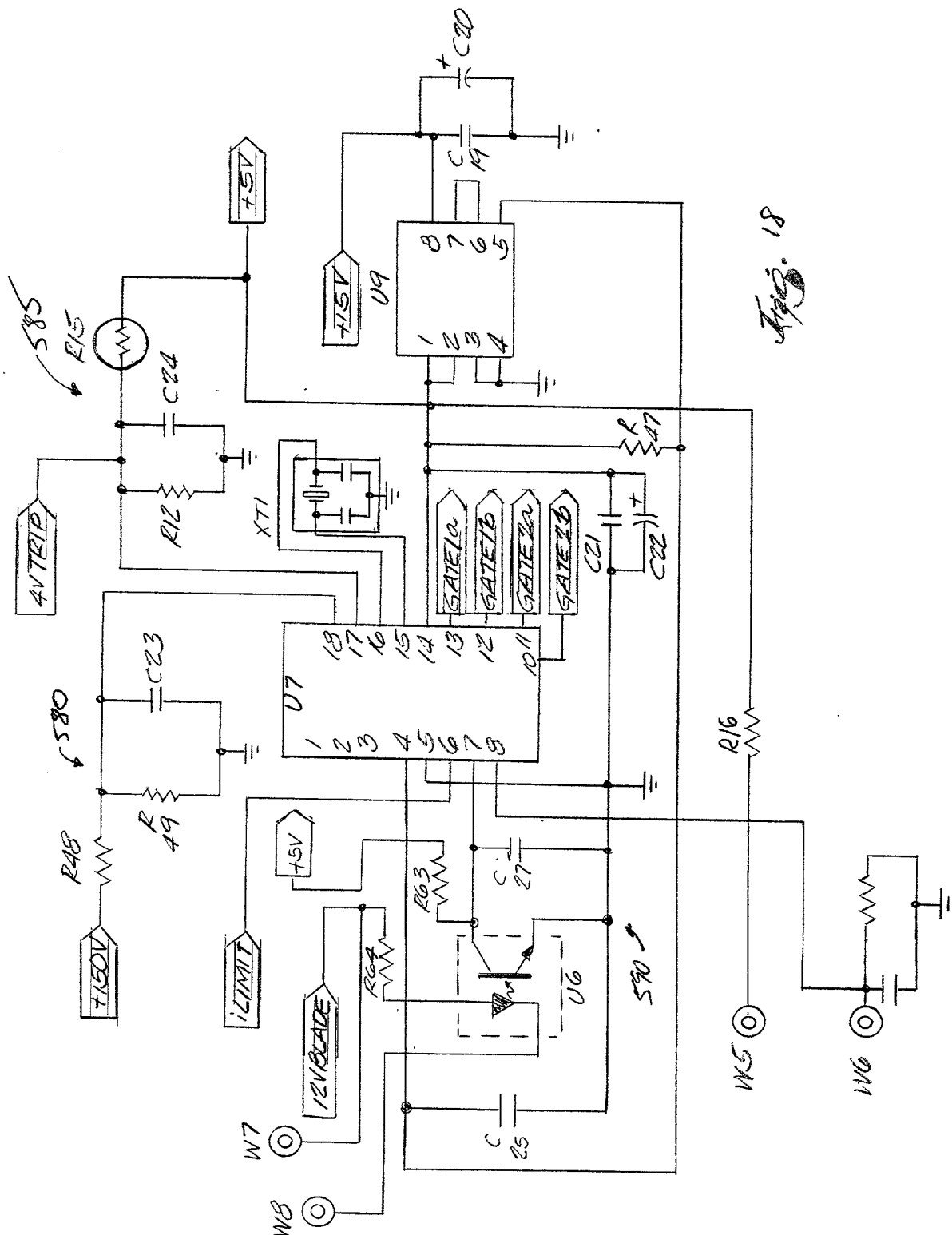


Fig. 18

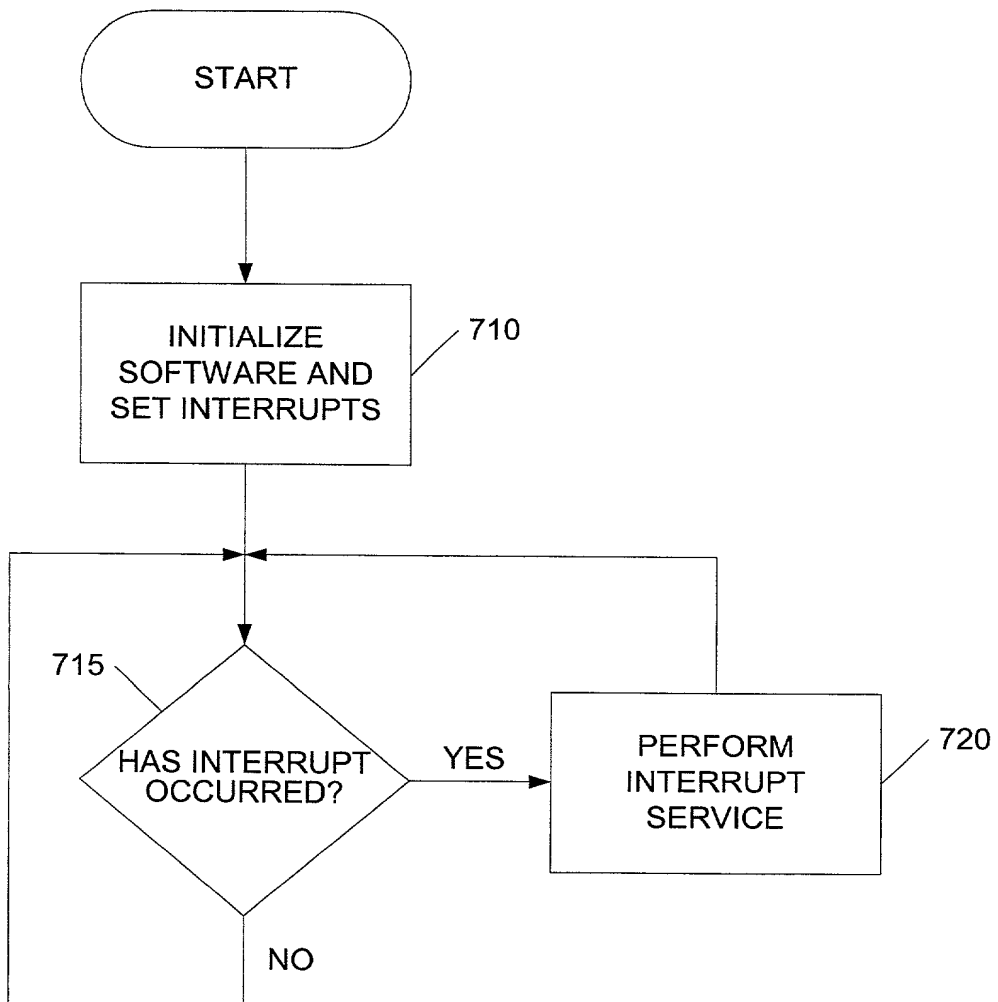


Fig. 19

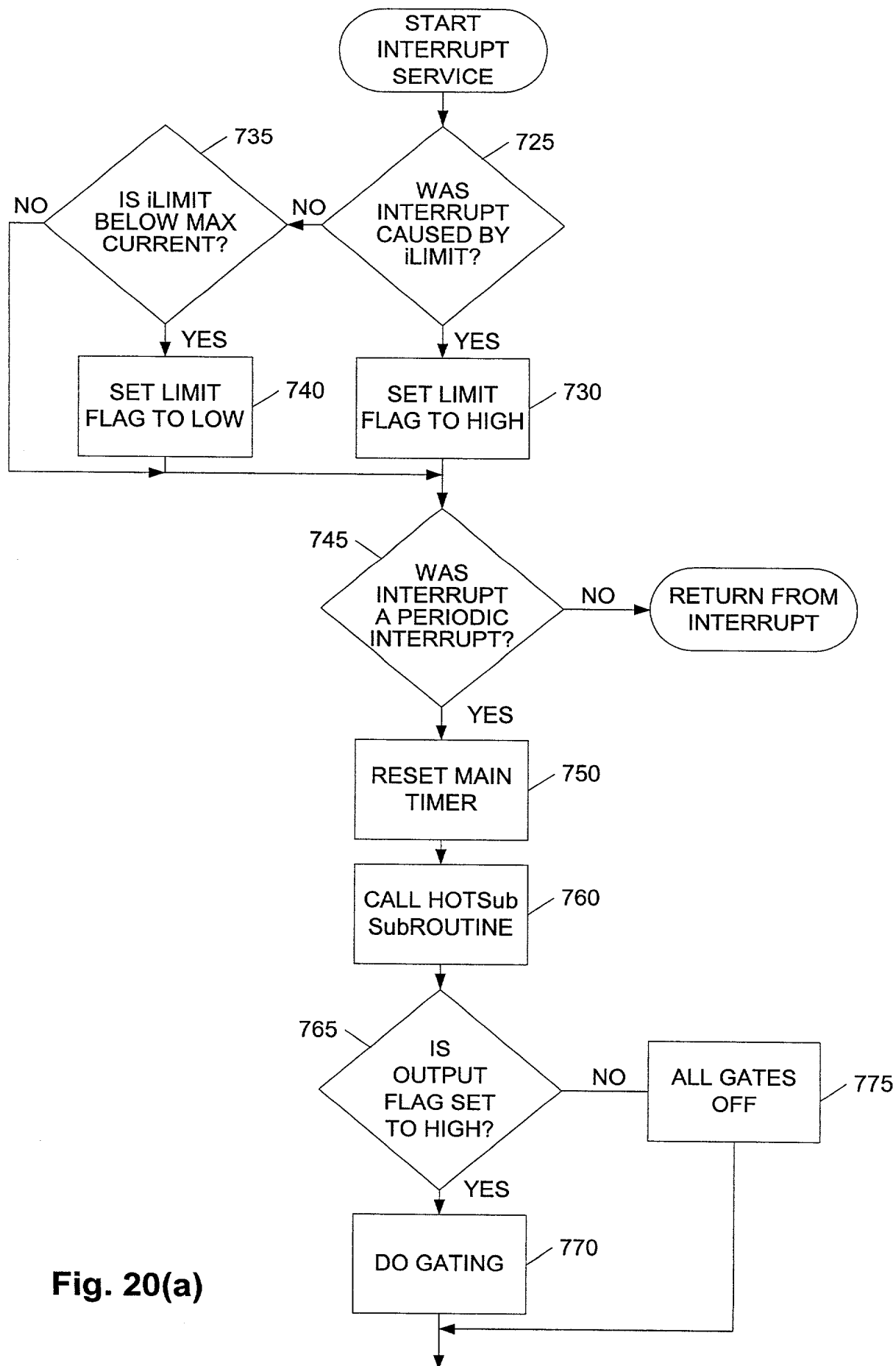


Fig. 20(a)

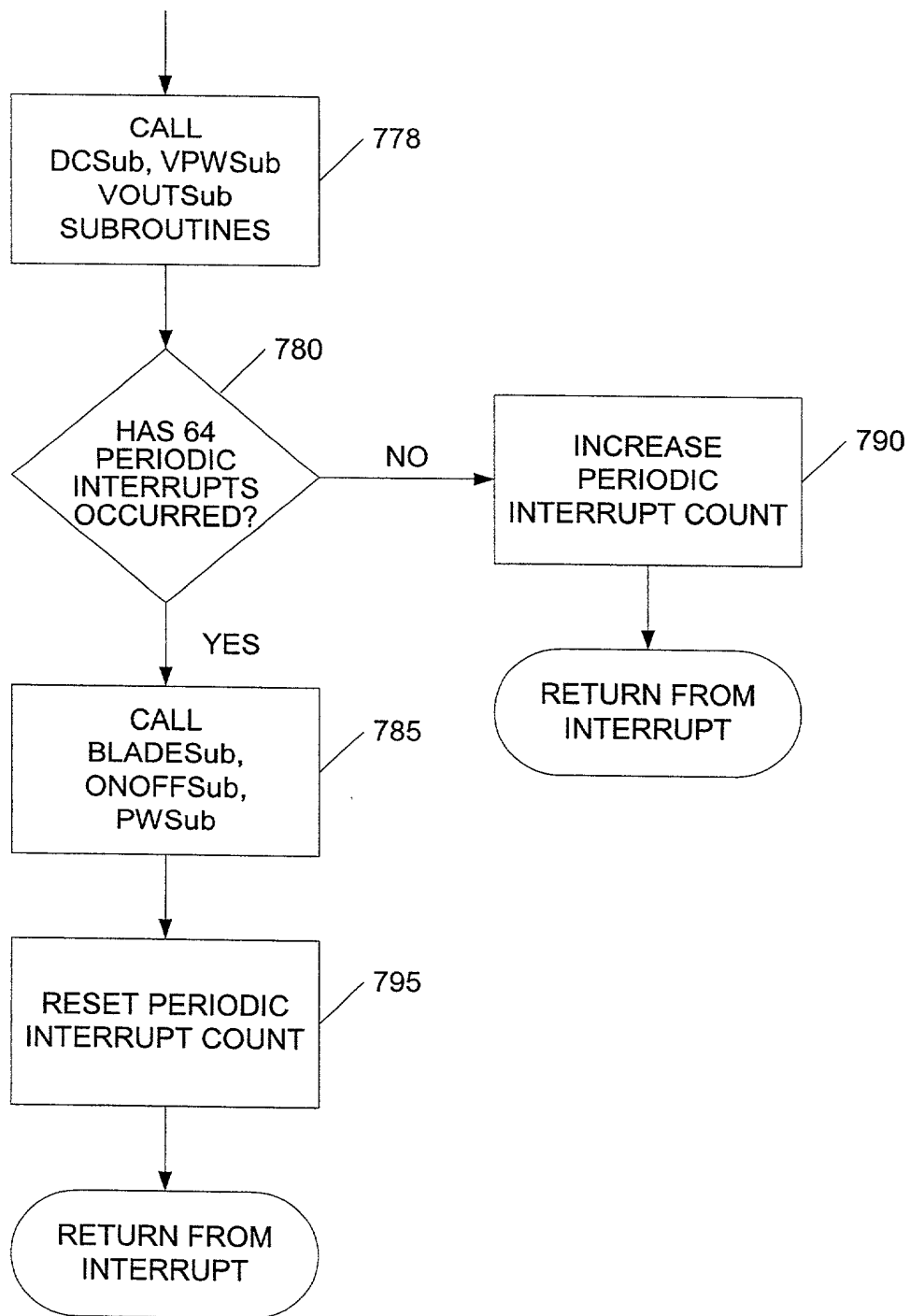


Fig. 20(b)

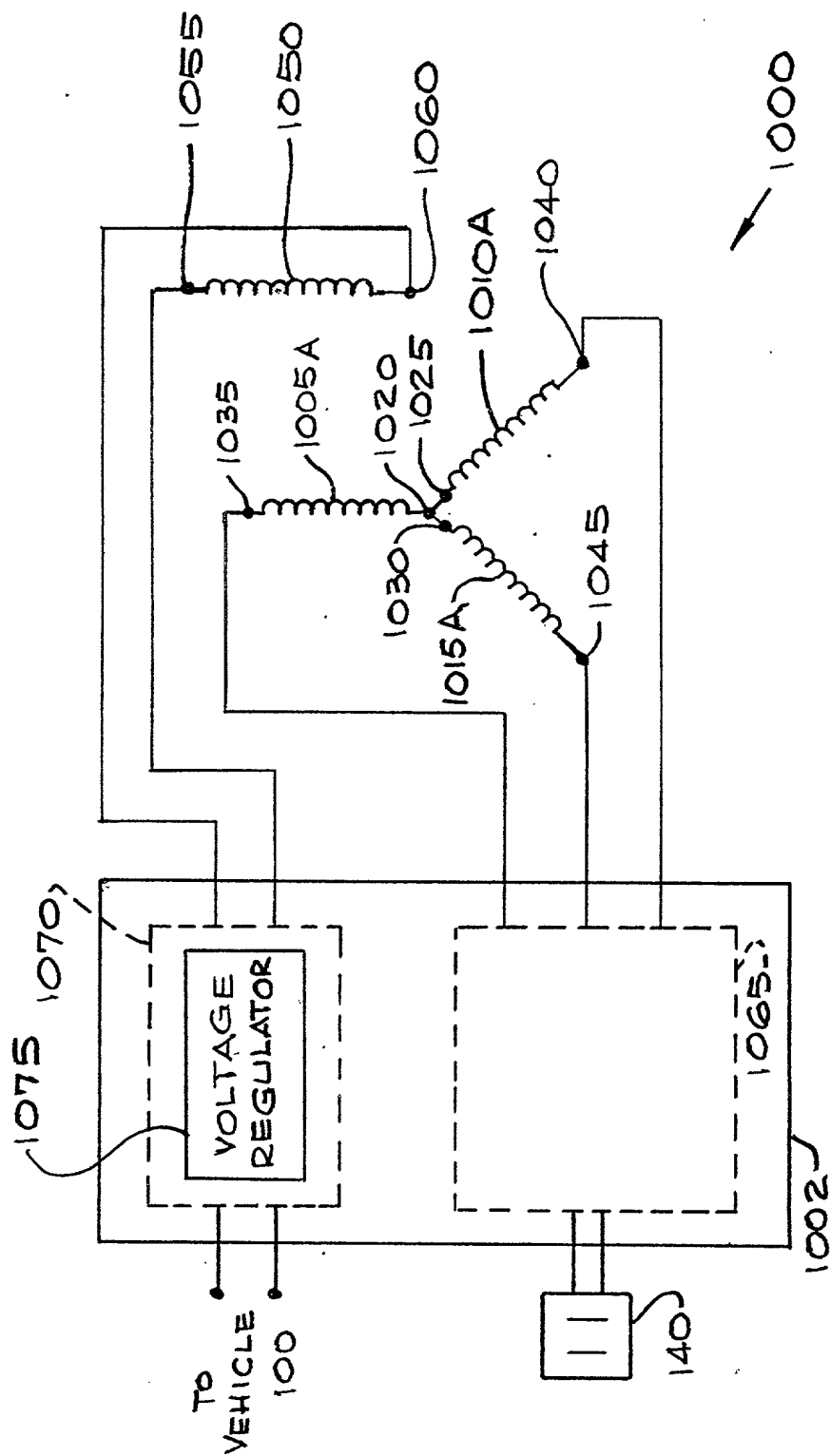
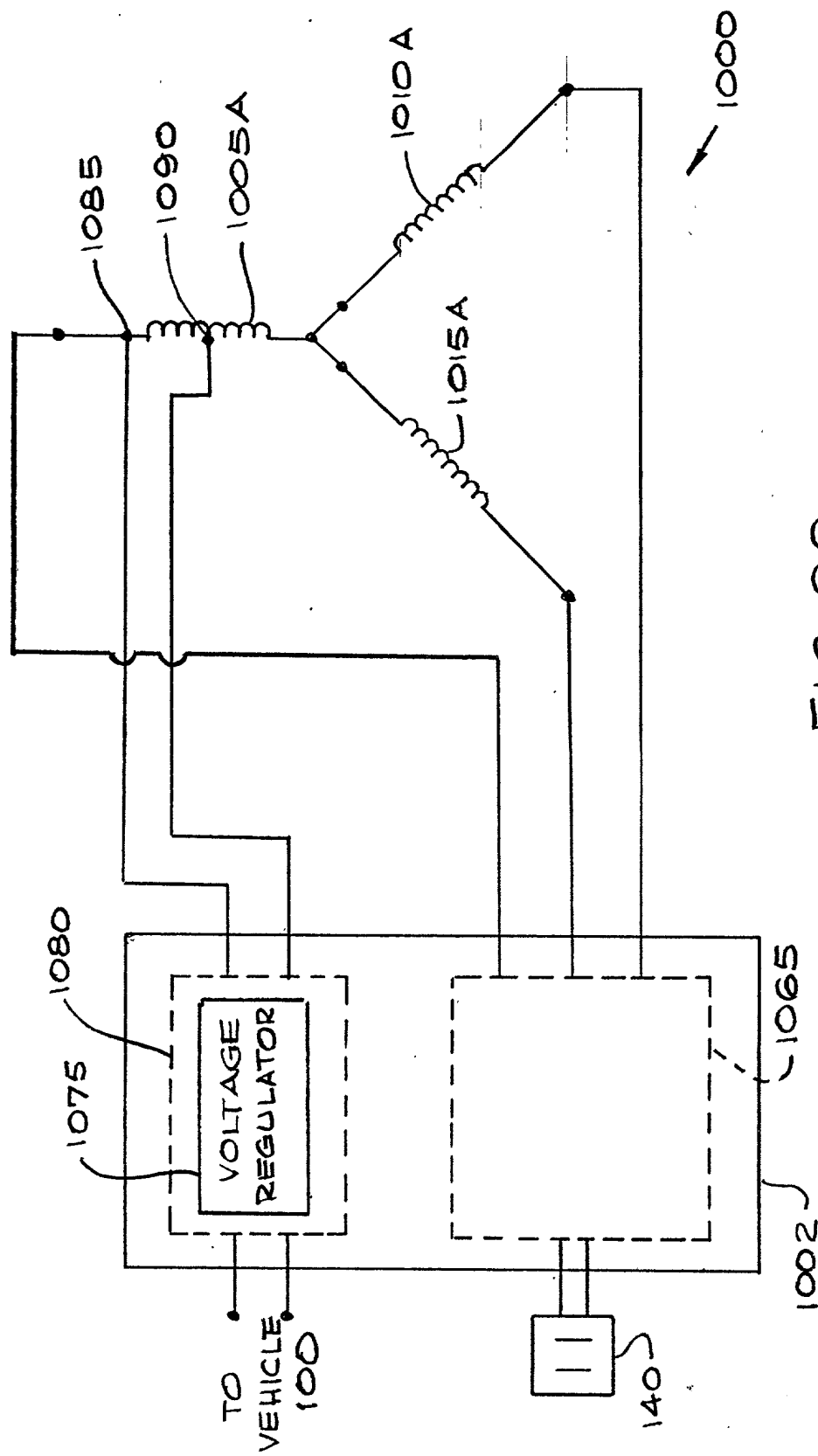


FIG. 21



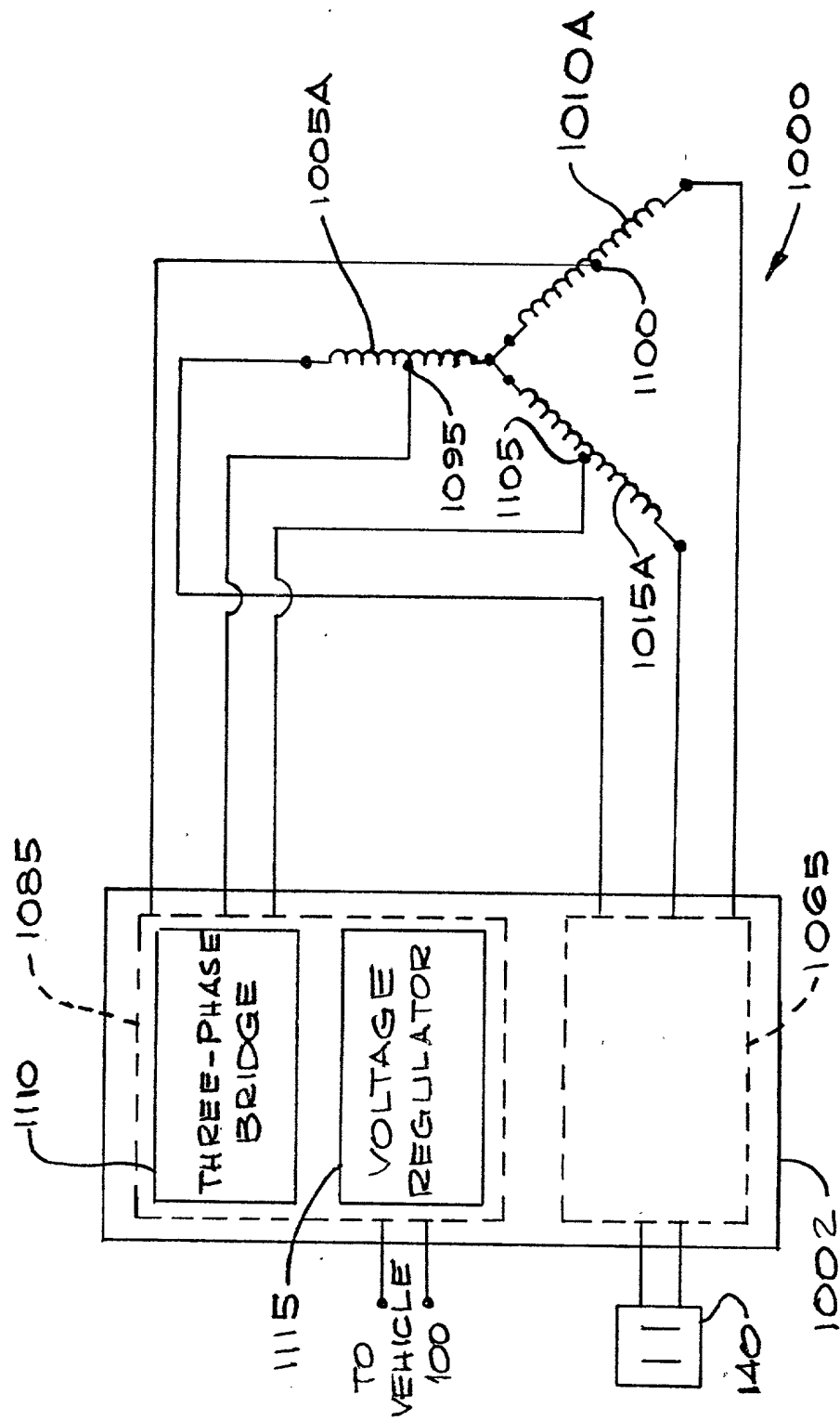


FIG. 23

FIG. 24 is a schematic diagram of a power system 1000 for a vehicle 100. The system 1000 includes a voltage regulator 1130 and a three-phase inverter 1140. The voltage regulator 1130 is connected to the vehicle 100 via a line 1155. The three-phase inverter 1140 is connected to a motor 140 via a line 1125. The system 1000 also includes a transformer 1005B with a primary winding 1145 and a secondary winding 1150. The secondary winding 1150 is connected to the three-phase inverter 1140. The system 1000 further includes a diode bridge rectifier 1010B and a diode bridge rectifier 1015B. The diode bridge rectifier 1010B is connected to the secondary winding 1150 and the diode bridge rectifier 1015B. The diode bridge rectifier 1015B is connected to the motor 140 via a line 1002.

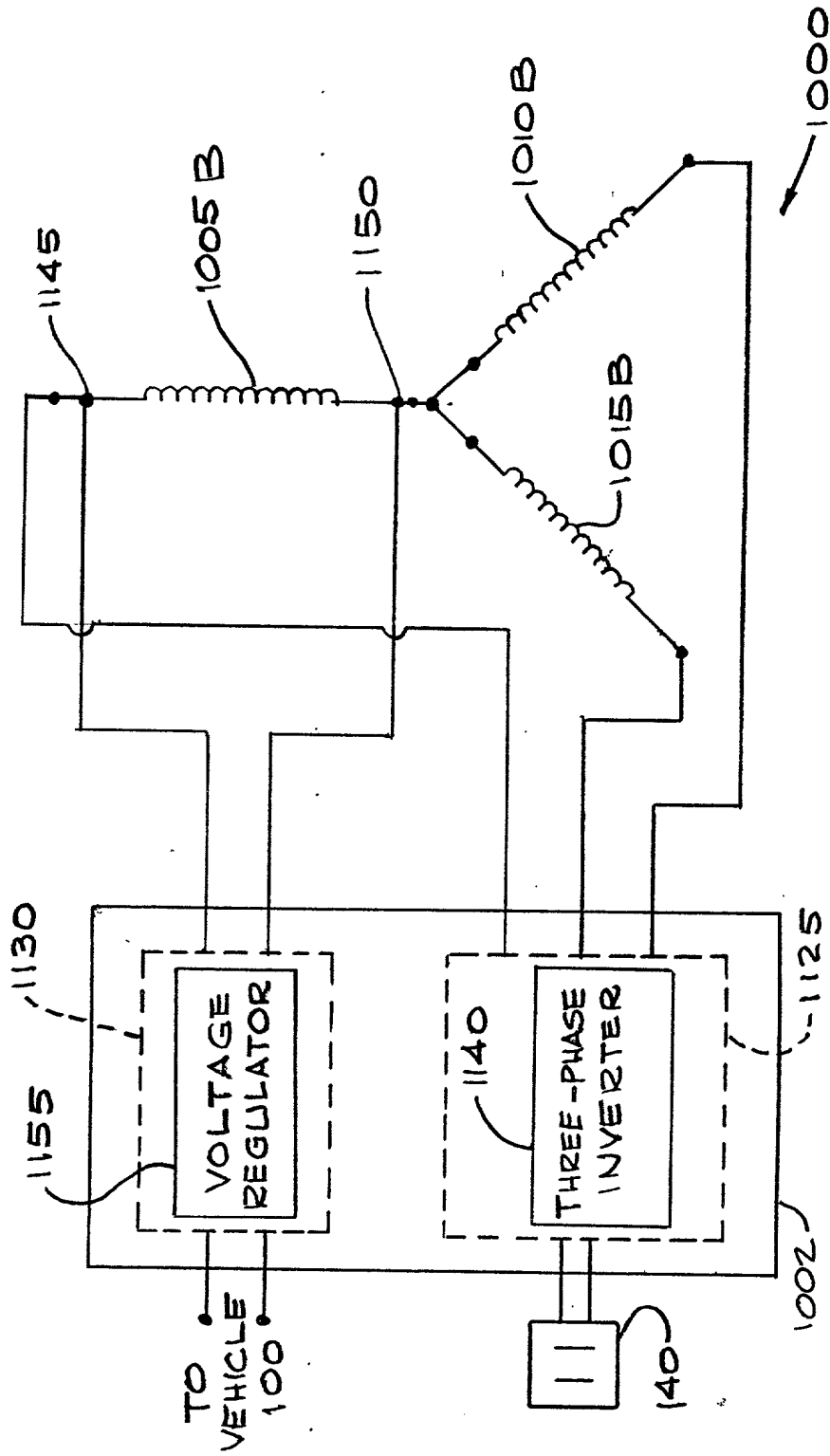


FIG. 24

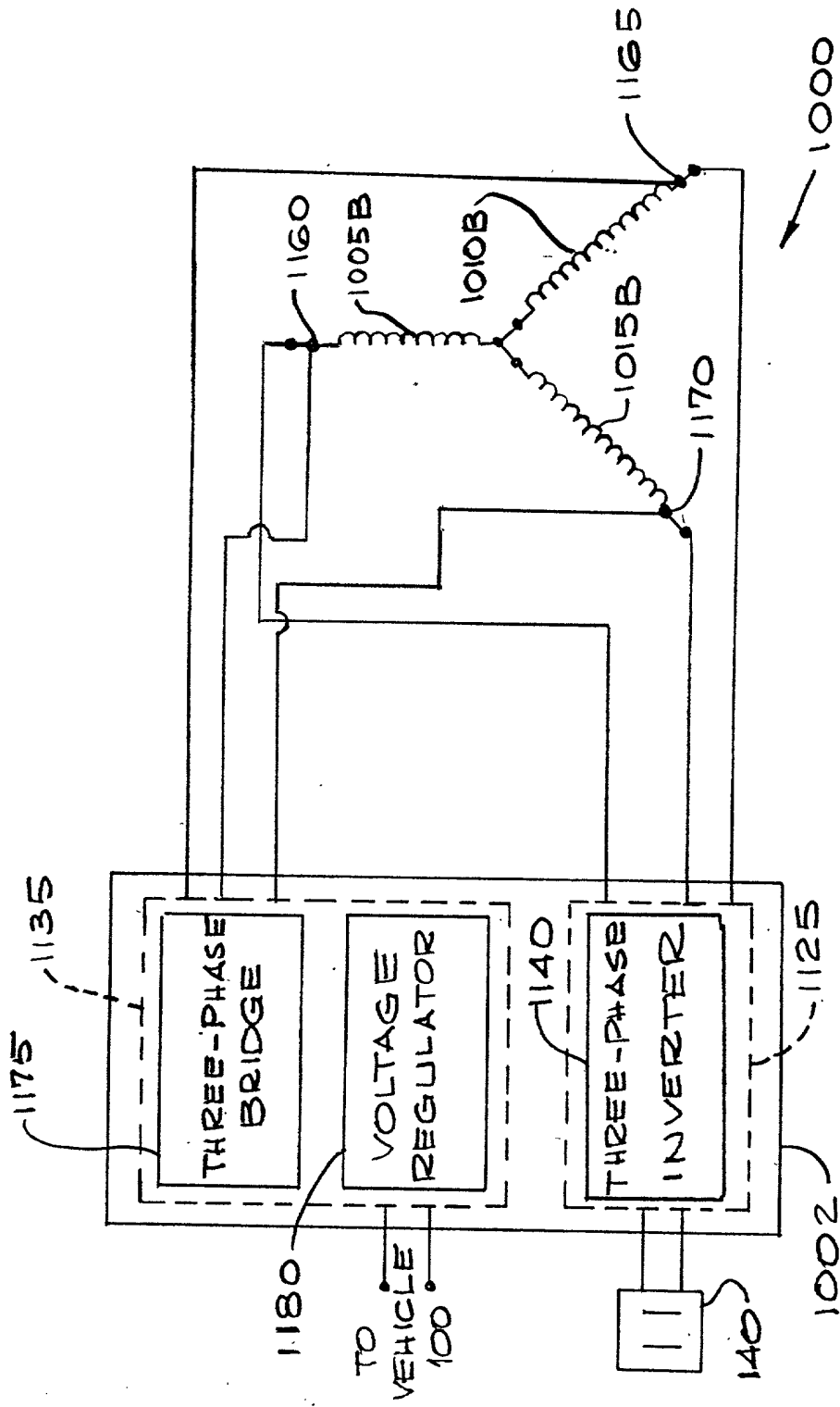


FIG. 25